RTC 2013 WORK PLAN ACCOMPLISHMENTS

(2013 Work Plan in italics followed by the statement of accomplishments)

January 1, 2013 - December 31, 2013

INTRODUCTION

2013 was a very productive year for RTC. One of the leading work elements was the Capital Facilities Analysis of the adopted 2035 Metropolitan Transportation Plan. Because of the economic downturn and its impact on the 20-year growth projection, the purpose of this work element was to take a second look at the MTP list of capital facility projects given a slower growth scenario. The purpose of the "slow growth" MTP analysis was to identify the most critical long-range capacity expanding capital projects. The results of the Capital Facilities Analysis will be incorporated into the 2014 MTP update.

The initial phase of the I-205 Corridor Study resulted in a recommended set of core capital facility improvement projects for the corridor that were much lower in cost than the previously recommended MTP long-range set of projects. The 2013 phase continued the study process by identifying a set of operational improvements that could be implemented in the corridor both in the short with no further capital projects and to complement the longer range set of core capacity project recommendations.

The implementation of MAP-21 brought with it a new regional funding program titled Transportation Alternatives Program (TAP). The TAP program provides funding for projects similar in scope to the previous Transportation Enhancement program. As a new regional funding program, RTC set up a set of project ranking criteria and selection process to ensure that the new federal funds were utilized for the best project possible. Beyond the individual project accomplishments are a host of continuing program activities accomplishments are presented in this report. All of the 2013 accomplishments are listed below. They follow a format where the 2013 work element (in italics) is listed first followed by the 2013 accomplishments.

2013 RTC MAJOR PROJECT ACTIVITIES

I-205 Access and Operational Study

In 2012, the phase of the I-205 Corridor Study that identified a core set of capacity-related projects for the corridor is expected to be completed. The set of recommendations also called for a multimodal operational analysis to be performed. The operational analysis will further examine the implications of reducing the level of capital project investment in the corridor as well as how different sets of operational improvement recommendations may both address short term problems and limit the need for the longer term capital improvements beyond the set of core projects already identified.

The 2013 operational focused study will utilize a traffic-operations level model in addition to the region's current regional travel demand forecasting model. The operational model will be developed by WSDOT's regional office in cooperation with RTC. The study process will include partner agency technical advisory committee who will lead the detailed analysis. All of the key corridor study assumptions, milestones, and recommendations will be advanced first through RTAC for their review and ultimately to the RTC Board for decisions.

The study process will be iterative, starting with a near term operations analysis that only includes the new 18th Street interchange. This work element will result in a set of low cost, short term alternative improvements for the I-205 corridor. Second, the study will move to the Core Capital Project recommendations. The operational and access issues of this set of improvements will be addressed to determine feasibility and constructability and evaluate impacts to adjacent arterials. Third, the study will conduct a long term operations analysis that would apply low capital improvements to improve corridor performance by using a wide array of operational and alternative strategies consistent with the Moving Washington principles and the Clark County Traffic System Management and Operations strategies.

RTC staff would continue the coordination process established during phase one of the study. The I-205 TAC will provide technical support for the analysis approach and results as well as recommendations for phase two. In addition, RTC would meet with Oregon Department of Transportation and Metro at study milestones to ensure collaboration on strategies and projects in the corridor.

Recommendations coming out of the Access and Operational Study will include a set of management and operational strategies for the I-205 corridor in the short term, regarding the Core Capital Projects, and for the longer term operations of the corridor that may lead to amending the MTP to remove certain capital projects.

Accomplishments – In cooperation with WSDOT regional staff, a micro simulation model (VSSIM) was developed to analyze the operational strategies and improvements to be proposed for the I-205 Corridor Study. The VISSIM model simulations were presented to the RTC Board as a part of the Board's process to review and provide feedback on the proposed operational strategies. The first part of this analysis addressed a range of short term improvements that would be applied if no other capital improvements were made to the corridor other than the already funded 18th St. interchange project. The second part of the study analysis took a longer term look at how operational improvements could be added to support the core set of capital projects to ensure they provide the most cost effective strategy to meeting future travel demand needs in the corridor. All elements of the I-205 Access and Operational Study will be completed in 2013 with the exception of getting final Board approval on the long-range, 2035 operational recommendations.

Fourth Plain Transit Improvement Project Development and Federal Transit Administration Small Starts Application Submittal

With the Alternatives Analysis phase completed and the Locally Preferred Alternative adopted in 2012, the Fourth Plain Transit Improvement Project moves forward into Federal Transit Administration's Project Development phase under their Small Start process. Project Development under the Small Start process includes preliminary engineering and final design.

C-TRAN is the lead agency project and RTC's role would be primarily to provide technical support. RTC would lead the regional modeling element of the project needed to support the transit and traffic analysis that would inform preliminary engineering, final design, and the FTA Small Start project funding application. In addition, RTC would be a member of the project management team, involved in project coordination, and support community outreach elements.

Accomplishments – The Fourth Plain Transit Improvement Project drew a considerable amount of controversy in 2013 aimed primarily at C-TRAN but also at the RTC Board. These issues focused on the financial element of the proposed Fourth Plain Bus Rapid Transit project. Aside from the controversial policy issues surrounding the funding element of the project, RTC staff provided the

travel model technical analysis as called for in the 2013 work element. RTC staff also participated on the project management team for the project.

Columbia River Crossing Project

With the approval of the Record of Decision for the Final Environmental Impact Statement for the Columbia River Crossing Project, RTC's level of participation in the project has been reduced. The CRC project is now in its final engineering and permitting process, with construction anticipated in 2014-15. There are still several issues to be addressed in 2013 that offer an opportunity for RTC to provide regional policy input. These include the following: the finance plan, construction phasing, and tolling. RTC staff will continue to have a role in project coordination and in providing technical travel model services. The 2013 work element for the CRC project will include providing the RTC Board information and analysis as issues arise.

Accomplishments – The Columbia River Crossing failed to receive funding from the Washington legislature in 2013 and as a result RTC did not carry out the anticipated tasks described in the work element. RTC staff continued to monitor the project and provided the Board information as needed.

MAP-21 Implementation

Moving Ahead for Progress in the 21st Century, MAP-21 is the new federal transportation bill and its implementation will have far reaching impacts on how federal transportation dollars are invested in our region's transportation system. MAP-21 transforms the previous two decades of a federal programmatic framework into a performance-based approach for federal surface transportation investments. The performance management program aims to have a more efficient investment of federal transportation funds. Establishing a clear direction for the future of the region's transportation vision, setting appropriate targets to work toward, and monitoring of transportation system performance are key elements in implementing MAP-21.

The MAP-21 work element will focus on how RTC's regional transportation planning process implements the federally required "performance-based approach in planning and programming surface transportation projects." RTC staff will work with federal, state, and other MPO's to provide input on how the performance measures are set for the 7 national transportation goals. RTC staff will work with our regional partners as well as other MPO's in the state to begin to develop our performance targets for the national performance measures. During 2013 and into 2014, both the targets and performance measures will be integrated into RTC's long-range Metropolitan Transportation Plan and the 4-year Metropolitan Transportation Improvement Program. Over the course of several years, the evaluation of the condition and performance of the region's transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process.

Accomplishments – RTC staff provided the Board with presentations that outlined the new funding program structure of MAP-21. These presentations initiated the regional discussion on the bill's performance-based approach for making federal transportation investments. RTC also worked with WSDOT and MPO's around the state in developing a working understanding of MAP-21 performance measures. However, due to delayed action by FHWA and FTA in implementing the new performance measures, progress became slower than anticipated. The federally defined performance measures and implementation rules are expected to come out in late 2013 and will become a part of RTC's 2014 Work Plan.

Communities Core Values Assessment (place holder work element)

A community core values assessment process was not undertaken in 2012; however there is some interest in starting the process in 2013. The idea of conducting a community assessment of core values as a foundational element for charting a new vision forward is still being considered. The process would be community owned and community lead. The discussion at this point is that neither RTC nor any governmental entity would lead the process.

If the values assessment process were to be undertaken, RTC could have a supporting role in terms of facilitating coordination and collaboration. At a technical level, RTC staff could support the development and application of scenario planning tools. At this point, no decision or scope of work has been developed to initiate the process; hence this work element is a placeholder should a decision to move forward be made and should it have RTC involvement.

Accomplishments – The RTC Board did not approve work regarding the proposed Core Values Assessment work element and as a result no staff time was spent on this work element.

CONTINUING TRANSPORTATION PROGRAM ACTIVITIES AND PROGRAM COORDINATION

The 2013 RTC Work Plan tasks listed above address major project and program activities. For 2013 a significant portion of RTC's work program will be devoted to addressing the new requirements of MAP-21 and the continuation of the regional transportation planning program and activities. These activities are listed below and form the framework for RTC to meet the federally mandated continuing regional transportation planning, programming, and prioritization requirements needed to maintain the region's eligibility for the receipt of federal transportation funds.

Metropolitan Transportation Plan

The MTP is the long-range regional transportation plan for Clark County that includes all surface modes of transportation. The MTP is required to fulfill both federal and state planning requirements and thereby ensure funding for transportation projects in Clark County. The last major update was completed in 2011. The 2013 MTP work plan continues with plan and system monitoring and the initiation of a collaborative scoping process for the next update given the new federal transportation bill MAP-21. The scoping process will incorporate a performance-management process, as well as explore new policy approaches as called for via "least cost" planning principles and WSDOT's Moving Washington principles.

Accomplishments – The 2013 MTP system monitoring process was a key element in initiating the 2035 Capital Facilities analysis. MTP traffic system performance continued to mirror the economic recession with lower than expected vehicle volumes. WSDOT's Moving Washington principles along with their proposed Least Cost Planning approach will be a part of the scope of the 2014 MTP Update.

Plan Monitoring *– When the MTP was adopted in 2011 it was recognized that because the region was in a period of transition, monitoring system performance would be key to understanding emerging trends. This process will continue in 2013, to include additional 2010 U.S. Census data as it becomes available along with collected transportation data and county development information.*

Accomplishments – The 2010 Census data was incorporated into RTC data base. The Census data was used to update the population sub regions for the distribution of the regionally allocated Transportation Alternative Program and the Surface Transportation Program. The Plan Monitoring also continued to track safety information, county building permits, and traffic count data.

Capital Facility Analysis *– Related to the plan monitoring and system performance work element is a question of timing for future year system capacity expansion projects. Given the 2035 population and employment projections, the MTP's list of capacity expansion capital projects would be needed. However, given the current economic slowdown, the region's 2035 growth projection may not be reached until the year 2040 or 2045. The purpose of this work activity is to conduct an analysis of which projects are most critical by 2035 versus those that may not be needed for another 10 years given a slower than anticipated growth rate.*

Accomplishments – The Capital Facility Analysis final recommendations will be presented at the December RTC Board meeting. The study process was carried out throughout the year which included the following: a new set of 2035 population and employment forecasts, a capacity-related travel demand analysis of the currently adopted set of MTP projects, and multiple presentations on the study process to RTAC and the RTC Board. The final recommendations on the most critical capital facility needs will be incorporated into the 2014 MTP Update process.

Modal Elements *– Modal elements of the Plan will also need attention in 2013. These include participation in the Accessible Transportation Coalition to identify innovative solutions for special needs transportation for the elderly, those with disabilities and low income. Freight transportation issues will also need attention as well as active transportation which include bicycle and pedestrian modes. The annual Commute Trip Reduction report will also be completed and forwarded to WSDOT.*

Accomplishments **–** Staff was an active participant in the Accessible Transportation Coalition by providing information both to and from RTC and the Coalition. A number of freight issues were addressed primarily dealing with at-grade rail crossings and freight projects to be added to the State Freight Plan. Staff also helped the City of Vancouver in their submittal of the annual CTR report.

Scoping the Next MTP Update *– When Congress passed and the president signed MAP-21, a new era of performance-managed transportation system investment began. In addition to the new federal approach, the RTC Board has asked for the consideration of a regional transportation policy emphasis that incorporates a "least cost" project planning approach as well as the investment principles of WSDOT's "Moving Washington". Given these new initiatives, it is likely that the underlying regional transportation polices of the next MTP will be different from the current plan. The purpose of this work element is to engage both the technical staff and the RTC Board in an MTP scoping process that would be inclusive of the changing economy as well as the changing transportation project investment landscape.*

Accomplishments – As a part of the Capital Facilities Study effort and in response to the Board's discussion regarding amendments to the MTP, an initial scope for an MTP update was developed and presented to the Board. The Board has recommended moving forward at the beginning of 2014 with an update to the Regional Transportation Plan.

Transportation System Management and Operations and Pilot Corridor Implementation

The development of the region's first ever Regional Transportation System Management and Operations Plan was completed in 2011. The adopted TSMO plan presents a ten-year vision and strategy to implement system operations projects as a part of multi-faceted approach to meeting the region's transportation needs. The purpose of the TSMO Plan is to enhance the active management and operations of the existing regional transportation system. In addition to the plan, the RTC Board adopted the Regional TSMO Implementation Strategy that provides the connecting bridge in the TSMO planning process between plan and project implementation.

The 2013 TSMO work elements continue the TSMO process and include the following elements: completion of the Andresen/Mill Plain Corridor Pilot Project, ensuring project consistency with the regional Intelligent Transportation System Architecture, enhancement and utilization of the Portal data element, and the continued implementation of the TSMO Plan.

The TSMO Pilot Project will be fully implemented in 2013 and will include a before and after analysis of corridor performance as well as lessons learned. The Pilot Project supplements existing advanced traffic management system projects on Andresen Road and Mill Plain Boulevard and installs devices to monitor arterial performance including travel times, vehicle origin-destinations, volumes, speed, and classification. The key benefit of the pilot project is to provide around the clock corridor performance data that will be used by Clark County and Vancouver to adjust traffic signal timings and improve corridor traffic flow. RTC will coordinate with Clark County as the pilot project lead agency to conduct ongoing meetings with all agencies affected by the project. In 2013, the Andresen/Mill Plain Pilot Project will be actively collecting comprehensive transportation data. RTC will collaborate on project implementation, developing a scope of work for the before and after analysis and producing the before and after analysis report.

The regional architecture is a federally required element of ITS deployment. ITS and operational projects must be consistent with the adopted regional architecture. The architecture defines the technical interfaces between the ITS systems and devices to ensure they are interoperable and integrated. It benefits agencies in the region by ensuring better collaboration and by supporting activities and sharing of information among regional transportation systems to ensure cost efficiency and better effectiveness. RTC completed the update of the regional architecture in 2012 and will coordinate with partner agencies to assure the regional architecture is addressed during project development.

A redesign of the existing RTC/VAST website will occur in 2013 with a focus on the TSMO Plan and initiatives and as a repository for TSMO-related resources, links, and contact information. An interactive regional web based turbo architecture database will also be included in the web redesign. The web based architecture program will provide direct support for agencies to check architecture consistency of their projects.

Incorporate operational metrics into the regional transportation performance measurement program, taking into account new federal guidance. Investigate and identify improved methods to estimate impacts and benefits of operations.

The Portal data archive includes freeway, arterial, and transit transportation data. RTC will coordinate with partner agencies as they begin to utilize the data archive. Improvements to the Portal interface will continue in 2013 to refine its usability, expand system coverage, and automate sending data from the agencies. The data archive will support performance measurement, monitoring of system operations, and analysis of improvement strategies. It will also supplement

data needed for the federally required Congestion Monitoring Report and other transportation planning purposes.

Continued implementation of the TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Strategy will be used to carry out operational improvements in the region. RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying TSMO effective strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.

Accomplishments – Phase 1 of the Pilot Project was completed and operational in June 2013. RTC worked with WSDOT, Clark County, and the City of Vancouver to draft a scope of work for Phase 2 of the project. Phase 2 consists of before and after analysis, upgrades to the central system software, and completing the ITS data network connections to Portland State University. The evaluation plan for the before and after analysis is complete and data collection is underway. Agencies are currently using the Bluetooth data from the project to assess corridor performance.

RTC has maintained the ITS regional architecture through 2013 and has assisted agencies to ensure consistency of their projects with the architecture.

The VAST program element of the RTC website has been updated. The new site includes information on transportation operations, traveler information, the ITS regional architecture, and intelligent transportation systems. The interactive web turbo architecture database is operational and ready for use by partner agencies.

RTC has initiated an approach to measure effectiveness of transportation operations. Preliminary metrics will be based on performance measures developed for the pilot project before and after analysis. Investigation of tools for the planning level analysis and selection of operational strategies is currently underway.

RTC has executed a contract with Portland State University for the maintenance and enhancement of the Portal transportation data archive. The scope of work defines activities for improvements to the data archive. Development of the ITS data network connections and fiber sharing agreements needed for sending data to the archive are currently under development. Sample travel time data has been provided to PSU for data format review for preliminary development of scripts and procedures to populate Portal.

RTC has coordinated with VAST agencies to identify a set of operational projects for programming in the 2014-2017 MTIP. The projects are based on and consistent with the 10-year implementation plan.

Intelligent Transportation Systems (ITS)

The Vancouver Area Smart Trek Program (VAST) is one of RTC's ongoing programs. With the completion of the Transportation System Management and Operations Plan in 2011, the VAST program will focus primarily on the coordination, management and deployment of intelligent transportation system (ITS) projects. In 2013 RTC will continue to manage the VAST Steering Committee (SC) and Communications Infrastructure Committee (CIC). The VAST SC members work together on: project delivery, monitoring project development, project integration, the communications system, and the efficient sharing of resources. The VAST CIC addresses the sharing, maintenance, and standards for ITS communications infrastructure and equipment. RTC staff will coordinate with the CIC for the ongoing development of communications sharing and

execution of permits between the VAST agency partners and will be the lead agency for the maintenance and expansion of the multi-agency shared asset management database and mapping system. RTC will work with VAST agency partners to amend the Communications Agreement to expand the fiber and other communications assets covered under the agreement.

Accomplishments – RTC provided support and direction to the VAST Steering and Communications Infrastructure Committees to coordinate funding requests, policy formation and project implementation. RTC managed the multiagency 2013 VAST TIP application for VAST/ITS projects including: Hwy 99 traffic responsive signal system, Hwy 99 transit signal priority, and SR-503 traveler information and traffic management. Maintenance of the OSP fiber asset management system has been ongoing. In addition, RTC worked with agencies to program funding for a detailed audit of existing fiber optic cable routes, splice locations, equipment cabinets and associated network infrastructure and to update the OSP fiber asset management system 2014 with actual as built conditions.

Four new fiber sharing agreements were executed between VAST agencies. Development of two additional permits are underway for the ITS fiber network to send data to the Portal data archive.

WSDOT Nickel and Partnership Projects

RTC's level of support for the Nickel and Partnership projects has decreased dramatically as WSDOT has completed the set of projects. However, until all projects are completed it is important to ensure that any necessary data or support for project implementation is provided. About $120 million in several projects remains to be completed. Once all of the projects have been completed, the Clark County region will have received over $760 million in investment for WSDOT facilities.

Accomplishments – RTC staff provided planning and travel model support to the final Nickel and Partnership project. With the completion of the I-205 and 18th St. interchange and the SR-502 widening project between I-5 and Battle Ground the region's set of Nickel and Partnership projects will be complete. It total about $760 million will have been invested in WSDOT projects throughout the region.

Bi-State Coordination Committee

The Bi-State Coordination Committee is charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee has advisory role to RTC, and Metro's Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. While there have been renew discussions at JPACT and within the CRC project to restart the Committee, no specific proposal has been agreed to. Hence, the 2013 RTC Work Plan continues to provide a placeholder work element in the event the Bi-State Committee should restart.

Accomplishments – The Bi-State Coordinating Committee met only once in 2013. However, at that meeting they agreed to carry out a six month work program to reconsider the role and structure of the committee.

Skamania and Klickitat Counties Regional Transportation Programs

RTC staff will continue to support the Skamania and Klickitat Counties' Transportation Policy Committees. Key issues are expected to include the Regional Transportation Plans, continuing the

discussion for a SR-35 Columbia River Crossing, SR-14 project improvements, transportation data collection, ways to leverage of transportation funds, and the Gorge TransLink coordination.

Accomplishments – RTC staff continued to support the Skamania and Klickitat County Transportation Policy Committees in 2013 with regular meetings, as well as staff support that responded to committee questions, decisions and policy directives.

FY 20134 Unified Planning Work Program (UPWP)

RTC staff will complete the federally required FY 2014 UPWP, that will include relevant MAP-21 requirements as well as the identification of the key policy issues, provide the framework for RTC's planning, programming, and coordinating activities, and help to ensure the eligibility for the receipt of federal and state transportation funds.

Accomplishments – The RTC Board approved the FY 2014 UPWP at their June 4, 2013, meeting. The UPWP completes one of the federally required work elements for the receipt of transportation planning funds to carry out RTC's overall transportation planning, programming, and policy development process. The planning activities identified in the UPWP were carried out as scheduled

Congestion Management Process

In 2013, the CMP will be updated to comply with MAP-21 requirements as well as continue to be integrated with the Transportation System Management and Operations process. At a minimum, the CMP will contain the set of activities that include collecting up-to-date traffic count information, conducting a capacity/congestion analysis, and the identification of congestion relief projects. Congestion monitoring has been a key component of the regional transportation planning process. It provides transportation system monitoring data for local jurisdictions and will become an even more important element as MAP-21 becomes fully implemented.

Accomplishments – The federally required Congestion Management Process (CMP) and report was approved by the RTC Board at their August 6, 2013, meeting. Adoption of the CMP report not only meets a federal requirement to keep the region eligible for the receipt of transportation funds, but also provides the region with important information on regional transportation system performance. The data and analysis on system performance is matched to strategies to help reduce traffic congestion. The CMP collects and provides data that helps to direct transportation investments to improvements that are most effective in achieving the following objectives: 1) preservation of the existing system, 2) improving the system performance through operation and management strategies, 3) where possible, shifting trips to other modes, and 4) adding auto capacity at key bottlenecks.

Metropolitan Transportation Improvement Program (MTIP) and Project Grant Request Coordination

The 2014-2017 MTIP will be adopted in 2013 and amended as needed to reflect changes requested by member agencies in the programming of federal transportation funds. RTC staff will continue to work with local agencies to prioritize regional transportation projects for programming into the four-year. Additionally as is the case for several other work elements, the MTIP will be updated to reflect the new MAP-21 requirements.

Accomplishments – The RTC Board adopted the 2014-2017 Metropolitan Transportation Improvement Program at their October 1, 2013, meeting. The adoption of the MTIP completed the authorization and programming of an additional $13.2 million in regionally allocated federal funds. Adoption of the MTIP provided a total of $68.2 million in federal funds over the four-year period. The federal funds in the MTIP are matched with other local and state funds for a total program of $197 million. Throughout 2013, RTC

processed MTIP amendments that allowed local agencies to obligate regionally significant projects in a timely manner as project changes occurred. Public meetings and outreach activities during 2013 were held to help explain MTIP projects and solicit comments on the program

Regional Travel Demand Model, Data, and GIS

RTC maintains a long-standing regional travel demand model that provides the central system analysis for all transportation project, corridor, subarea and region-wide analysis. RTC's transportation data program includes transportation related data, demographic data, geographical systems data, and mapping. The agency's GIS applications provide the visual application and analysis for both the travel demand modeling and data components. The 2013 work elements for each of these are described below.

Travel Demand Modeling - RTC's transportation modeling program is the foundational element of nearly all of RTC's planning activities and programs. The travel modeling process provides the methodologies to analyze and evaluate current and changing future conditions. The information produced helps to establish project or program priorities based on transportation system needs. In 2013, one of the specific model applications will be to support corridor-level operational modeling for the I-205 Access and Operations Study. A second focus in 2013 includes the use of the travel model to help develop the MAP-21 performance measures.

In 2013, specific improvements to the regional model will include software updates, the development of new time-of-day factors, and the use of ramp metering coding to enhance the evaluation freeway-related operational changes. Additionally, RTC staff will research emerging modeling methods to better evaluate low-cost operational improvements and transportation management strategies. New modeling tools including mesoscopic modeling and dynamic traffic assignment will be researched for their applicability to the changing transportation system analysis needs of the region. RTC will also continue overall model coordination with Metro to ensure a common bi-state modeling system and the development of new tour-based modeling tools.

Data, GIS and Mapping - RTC will continue to collect, process, and disseminate transportation and other related data in support of RTC's transportation program and planning efforts. As more locations and data are added to the Portal regional transportation data archive in 2013, RTC will begin the process of automating data retrieval and processing of Portal data to provide performance measures to supplement the current Congestion Management Process (CMP). As the Portal data archive grows, it will reduce the need for other data collection efforts and provide a rich and robust data set that will improve the ability to calibrate and validate regional travel modeling tools and provide support for transportation and planning studies. RTC will continue to identify regional data needs for performance monitoring of the transportation system and for assessing the benefits of operational strategies.

RTC's data program will continue to leverage the region's investment in GIS to provide mapping and visualization for RTC plans and programs. Additionally, staff will provide administrative and technical support in the acquisition, installation, update, and management of RTC's computer hardware and software resources. This will include the acquisition and deployment of new web development tools to support the redesign of RTC's website; TSMO efforts; model development and utilization; and other transportation planning activities.

RTC Website Redesign –The RTC website went online in 1995, providing its members and the community information about RTC's programs and planning activities. Since that time, the site has evolved, adding new pieces and functionality over time using a range of information technologies. As the use of the internet has dramatically increased and the web has become completely integrated

with our everyday lives; website design has matured and website navigation has become more critical to providing accessible, information to the public.

During 2013, RTC staff will undertake a full redesign of RTC's website, creating a modern user-friendly digital information center with a consistent look and navigation scheme. The home page will be updated to provide quick and focused access to the most frequently requested information; including, calendar, meeting information and materials, current planning activities, and provide a brief description of RTC. The redesigned website will provide RTC with a valuable tool for both disseminating information and for receiving feedback from the public at large as well as the RTC Board and its member jurisdictions.

Accomplishments – A refined corridor-level travel model output was developed for the I-205 Corridor Study. This refined level output became the input for the VISSIM traffic simulation model used to analyze traffic operational improvement strategies. A transition back to the new EMME/4 travel model software package was completed. The Regional Travel Forecast Model continued to be used as a tool to analyze transportation needs to support regional transportation studies, plans and projects. These studies included the I-205 Access and Operational Study, C-TRAN's Fourth Plain Transit Improvements project. The regional transportation database was maintained with updated demographic data, traffic count data and mapping. RTC staff input updated traffic counts, freight classification counts, transit ridership, vehicle occupancy, and corridor travel time into the database. Staff updated the database of visual images and photography for use in transportation reports produced by RTC. The photographic images were used in the new 2012 Congestion Management Monitoring report. The full design of RTC website proceeded throughout 2013, with a draft roll out in December.

RTC Transportation Program and Planning Coordination

This work element includes staff resources for RTC's overall planning and program support activities including the RTC Board and RTAC as well as RTC's partner agency transportation programs. It provides the resource for staff participation in a host of project development, coordination, and management roles across the region. RTC staff will continue to provide support to and participation in the following key boards/committees: C-TRAN Board, Bi-State Coordination Committee, JPACT and TPAC, and continue to coordinate and develop mutually supportive working relationships with Metro, ODOT, and other Oregon jurisdictions' elected officials and staff.

Accomplishments – RTC led and participated in a variety of policy, management, and technical committees in 2013. The vast majority of time devoted to this work element includes the collaboration and coordination with RTC partner agencies in carrying out a regional transportation planning, policy, and programming process. The regional process is guided by the RTC Board with technical information and recommendation by RTAC. Staff regularly attended C-TRAN and JPACT meetings and provided information where needed. RTC's active participation in forums and committees around the region has resulted in coordination of regional transportation issues across Clark County, the promotion of Clark County issues in the Portland region, and the explanation/understanding of our region's needs at the state and federal levels.